

FEDERAL HIGHWAY ADMINISTRATION  
FINDING OF NO SIGNIFICANT IMPACT  
FOR

STP-060-B(007)  
TRACS No. 060 MA 153 H5601 QIC  
67<sup>th</sup> Avenue Overpass @ Northern  
Avenue and Grand Avenue (US-60)  
Maricopa County, Arizona

The Federal Highway Administration has determined that this project will not have any significant impact to the human or natural environment. This Finding of No Significant Impact is based upon the attached Environmental Assessment, which has been independently evaluated by the Federal Highway Administration and determined to adequately discuss the environmental issues and impacts of the proposed project. The Environmental Assessment provides sufficient evidence and analysis for the Federal Highway Administration to determine that an Environmental Impact Statement is not required. The Federal Highway Administration takes full responsibility for the accuracy, scope, and content of the Environmental Assessment.

12/17/02

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Date

/s/ David S. Nelson

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Division Administrator

Arizona Department of Transportation  
Intermodal Transportation Division  
Environmental Planning Group  
205 South 17<sup>th</sup> Avenue  
Phoenix, Arizona 85007

## **Final Environmental Assessment**

**for**

### **67<sup>TH</sup> AVENUE OVERPASS AT NORTHERN AVENUE AND GRAND AVENUE (US 60)**

Maricopa County, Arizona  
Project No. STP-060-B(007)  
TRACS No. 060 MA 153 H5601 01C

Approved by:



RICHARD M. DUARTE, Manager

On: 12-10-02

*This environmental assessment has been prepared in accordance with provisions and requirements of Chapter 1, Title 23 USC, 23 CFR Part 771, relating to the implementation of the National Environmental Policy Act of 1969.*

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## I. INTRODUCTION

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The Draft Environmental Assessment (DEA) for this project was completed and approved by the Federal Highway Administration (FHWA) on August 20, 2002. The DEA evaluated the social, economic, and environmental impacts associated with the implementation of the Grand Avenue at 67<sup>th</sup> Avenue and Northern Avenue project proposed by the Arizona Department of Transportation (ADOT). A public hearing was held on September 10, 2002, at the Glendale Civic Center located at 5750 West Glenn Drive, Glendale, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. Copies of the DEA were available for review at the Velma Teague Library, the Glendale Public Library, the Peoria Library, and ADOT's Environmental Planning Group (EPG) office. An advertisement announcing the availability of the DEA and the public hearing was placed in the *Arizona Republic* newspaper on August 26, 2002, and on September 4, 2002. In addition, 19,500 doorhangers prepared in both Spanish and English text were distributed to potentially affected properties within and adjacent to the project area. Because the public hearing for 67<sup>th</sup> Avenue was held concurrently with the 55<sup>th</sup> Avenue and Maryland and Grand Avenues project site and the 75<sup>th</sup> Avenue at Olive and Grand Avenues project site, the total number of doorhangers distributed includes the 55<sup>th</sup> Avenue and 75<sup>th</sup> Avenue project areas as well.

The 30-day comment period for the DEA began on August 26, 2002, and ended on September 25, 2002. Comments on the DEA were received via letters, on written comment sheets provided by ADOT at the public hearing, through e-mail, and through comments taken and transcribed by the court reporters in attendance at the hearing. The comments received and the responses to those comments are available for public review at ADOT's EPG office.

The purpose of this Final Environmental Assessment (FEA) is to respond to any comments received during the 30-day public and agency review period, to provide additional information, and to make corrections to the DEA, where necessary. This FEA should be used in conjunction with the DEA. It includes the list of mitigation measures to be included in the final design specifications, errata from the DEA, a summary of the public hearing with ADOT's responses to public comments, and agency letters received during the 30-day comment period. With the completion of this FEA and the issuance of a Finding of No Significant Impact (FONSI) by the FHWA, the National Environmental Policy Act (NEPA) requirements will have been met.

## **II. SUMMARY OF MITIGATION MEASURES**

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The following mitigation measures were presented in the DEA and are listed here in their final version. These mitigation measures will be implemented by ADOT by incorporating them into the proposed project construction documents. Any changes to these measures have been completed in response to the comments made on the DEA. These mitigation measures supercede any of those identified in the DEA.

**The following mitigation measures and commitments are not subject to change or modification without the prior written approval of the Federal Highway Administration.**

### **Arizona Department of Transportation Environmental Planning Group Responsibilities**

1. Additional hazardous materials investigation required on any parcels will be completed by the Arizona Department of Transportation prior to right-of-way acquisition. (Refer to Draft Environmental Assessment page 49.)

### **Arizona Department of Transportation Design Responsibilities**

1. During final design the Arizona Department of Transportation will coordinate with the Regional Public Transportation Authority to address impacts and/or relocation of any temporarily or permanently impacted bus stops or bus routes. (Refer to Draft Environmental Assessment page 21.)
2. Arizona Department of Transportation will coordinate with the Burlington Northern Santa Fe Railway during development of the traffic control plan. (Refer to Draft Environmental Assessment page 25.)
3. Arizona Department of Transportation will design, construct, and/or reconstruct new sidewalks or impacted sidewalks, respectively, within the 67<sup>th</sup> Avenue project limits to accommodate alternative transportation travel. (Refer to Draft Environmental Assessment page 26.)
4. Arizona Department of Transportation will construct an 8-foot-high sound barrier from the southwest corner of the Orange Grove Mobile Home Park to the Orange Grove Mobile Home Park entrance. Final details of the sound barrier will be coordinated with the City of Glendale prior to the completion of final design. (Refer to Draft Environmental Assessment page 42.)

5. The Storm Water Pollution Prevention Plan will be prepared during final design. (Refer to Draft Environmental Assessment page 45.)

#### **Arizona Department of Transportation Roadside Development Section Responsibilities**

1. All embankment slopes, detention basins, and affected public right-of-way will be landscaped with low-water-use plants and the area covered with an inert ground cover. Trees will be planted along detention basins to screen the drainage facilities from motorists' views. (Refer to Draft Environmental Assessment page 44.)

#### **Arizona Department of Transportation Phoenix Construction District Office Responsibilities**

1. Any sidewalks that will be temporarily closed during construction will be identified with directional signs, and alternative routes will be provided. (Refer to Draft Environmental Assessment page 26.)
2. The Phoenix Construction District Office will notify local residents prior to any temporary access impacts to pedestrians or motorists. Final details of any traffic or pedestrian restrictions will be evaluated during final design. (Refer to Draft Environmental Assessment page 26.)
3. The Phoenix Construction District Office will coordinate with the Maricopa County Environmental Services Department during the planning of nighttime road closures or detours during winter months for air quality purposes. (Refer to Draft Environmental Assessment page 38.)
4. Because 1 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System permit will be required. The Phoenix Construction District Office will submit the Notice of Intent and the Notice of Termination to the United States Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (Refer to Final Environmental Assessment page 7.)
5. Prior to any disruption of service, the Phoenix Construction District Office will provide notice to the utility companies that could be affected, so that adequate planning and notice to residents could be provided. (Refer to Draft Environmental Assessment page 49.)

6. The Phoenix Construction District Office will ensure that the contractor coordinates closures of intersections with adjacent construction projects so that no more than one intersection is closed at any given time. (Refer to Final Environmental Assessment page 9).

### **Contractor's Responsibilities**

1. No full traffic closures shall be permitted between Thanksgiving Day and January 1. (Refer to Draft Environmental Assessment page 25.)
2. Any full closures along 67<sup>th</sup> Avenue, Grand Avenue, and Northern Avenue shall occur at night or during weekend hours. (Refer to Draft Environmental Assessment page 25.)
3. The contractor shall comply with Maricopa County Rules 310 and 360 regarding fugitive dust emissions and new-source performance standards, respectively, during construction. (Refer to Draft Environmental Assessment page 38.)
4. The contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures done by the contractor. (Refer to Draft Environmental Assessment page 38.)
5. In compliance with Executive Order 13112 regarding invasive species, all disturbed soils that will not be landscaped or otherwise permanently stabilized by construction shall be seeded using species native to the project vicinity. (Refer to Draft Environmental Assessment page 44.)
6. In order to prevent the introduction of invasive species, all earthmoving and hauling equipment shall be washed prior to arriving on-site to prevent the introduction of invasive species seed. (Refer to Draft Environmental Assessment page 44.)
7. Because 1 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System permit will be required. The contractor shall submit the Notice of Intent and the Notice of Termination to the United States Environmental Protection Agency and copies to the Arizona Department of Environmental Quality. (Refer to Final Environmental Assessment page 7.)

8. The contractor shall coordinate intersection closures with adjacent construction projects so that not more than one intersection is closed at any given time. (Refer to Final Environmental Assessment page 9).

### **Standard Specifications Included as Mitigation Measures**

1. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition) (Stored Specification 107.05 Archaeological Features), if previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and take all reasonable steps to secure the preservation of those resources and notify the Arizona Department of Transportation Engineer. The Arizona Department of Transportation Engineer will contact the Environmental Planning Group immediately and make arrangements for the proper treatment of those resources. Arizona Department of Transportation will, in turn, notify the appropriate agency(ies) to evaluate the significance of the resource. (Refer to Draft Environmental Assessment page 34.)
2. During construction, the contractor shall give special attention to the effect of its operations on the landscape in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 104.09 (2000 Edition) *Prevention of Landscape Defacement; Protection of Streams, Lakes and Reservoirs* and the Water Quality Standards in Title 18, Chapter 11 of the Arizona Administrative Code as administered by the Arizona Department of Environmental Quality. (Refer to Draft Environmental Assessment page 47.)
3. During construction, care shall be taken to ensure that construction materials comply in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction* Section 104.09 (2000 Edition). Excess concrete, curing agents, formwork, loose embankment materials, and fuel shall not be disposed of within the project boundaries. (Refer to Draft Environmental Assessment page 47.)
4. According to *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 107 Legal Relations and Responsibility to Public (2000 Edition) (Stored Specification 107HAZMT, 01/15/93), if previously unidentified or suspected hazardous materials are encountered during construction, work shall cease at that location and the



Arizona Department of Transportation Engineer shall be contacted to arrange for proper assessment, treatment, or disposal of those materials. Such locations will be investigated and proper action implemented prior to the continuation of work in that location. (Refer to Draft Environmental Assessment page 49.)

5. Excess waste material and construction debris shall be disposed of at sites supplied by the contractor in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction* Section 107.11, Protection and Restoration of Property and Landscape (2000 Edition). Disposal shall be made at either municipal landfills approved under Title D of the Resource Conservation and Recovery Act, construction debris landfills approved under Article 3 of the Arizona Revised Statutes 49-241 (Aquifer Protection Permit) administered by the Arizona Department of Environmental Quality, or inert landfills. (Refer to Draft Environmental Assessment page 50.)
6. Any material sources required for this project outside of the project area shall be examined for environmental effects, by the contractor, prior to use, through a separate environmental analysis in accordance with *Arizona Department of Transportation's Standard Specifications for Road and Bridge Construction*, Section 1001 Material Sources (2000 Edition) (Stored Specification 1001.2 General). (Refer to Draft Environmental Assessment page 50.)

### III. ERRATA FROM THE DRAFT ENVIRONMENTAL ASSESSMENT

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The following pages of errata include additions or alterations to clarify, further discuss, or make text corrections to the DEA. These changes are a result of public and agency comments and are provided below with reference to their pages from the DEA. Sections of the DEA to be deleted are shown as strikeout text (~~strikeout~~) and additions to the DEA text are *italicized*.

#### UNIVERSAL CHANGES TO THE DRAFT ENVIRONMENTAL ASSESSMENT

All references to the “Preferred” Alternative are changed to “Selected” Alternative. All references to “would” in connection with the Selected Alternative are changed to “will” including the description of the alternative and associated design features and of the affected environment and environmental consequences. In addition, all references to “would” in connection with the contractor’s responsibilities are changed to “shall.”

#### B. Socioeconomic Resources

(DEA page 21, between third and fourth paragraphs) Because 67<sup>th</sup> Avenue ~~would~~ *will* be disconnected from Grand Avenue, passengers ~~would~~ *will* not be able to transfer easily between these two bus routes. *To minimize this impact to transit ridership, ADOT, RPTA, and the City of Glendale identified improvements to the existing RPTA infrastructure within the project limits. Four new bus stops will be constructed as part of the Selected Alternative; these are located 1) east of Grand Avenue and north of the intersection of 55<sup>th</sup> and Maryland Avenues, 2) north of the Connector B tie-in to 67<sup>th</sup> Avenue, 3) on the east side of the existing alignment of 67<sup>th</sup> Avenue, and 4) on the west side of Connector B, just south of the new intersection with Northern Avenue.*

#### J. Water Resources Considerations

(DEA page 45) Because ~~5~~ 1 or more acres of land ~~would~~ *will* be disturbed, a National Pollutant Discharge Elimination System (NPDES) permit ~~would~~ *will* be required. The Storm Water pollution Prevention Plan (SWPPP) ~~would~~ *will* be prepared during final design. The ~~Phoenix District~~ *Phoenix District* Construction ~~District~~ Office and contractor ~~would~~ *will* submit the Notice of Intent and the Notice of Termination to the U.S. Environmental protection Agency (EPA) and copies to the Arizona Department of Environmental Quality (ADEQ). ~~A Notice of Intent would be submitted to the EPA at least 48 hours prior to the start of construction.~~

## **V. Public Involvement/Project Coordination**

### **B. Public Involvement**

(DEA page 58) ~~A public hearing will be held to provide the public the opportunity to comment on the Draft Environmental Assessment.~~

### **C. Public Hearing** (New section inserted after Section B. Public Involvement, DEA page 56.)

*The 30-day comment period for the DEA began on August 26, 2002, and ended on September 25, 2002. Copies of the DEA were available for review at ADOT's EPG office, the Velma Teague Library, the Glendale Public Library, and the Peoria Library. A public hearing was held on September 10, 2002, at the Glendale Civic Center, located at 5750 West Glenn Drive, Glendale, Arizona, to obtain comments from the public on the proposed project and on the contents of the DEA. An advertisement announcing the availability of the DEA and the public hearing was placed in the Arizona Republic on August 26, 2002, and again on September 4, 2002.*

*In addition, 19,500 doorhangers prepared in both Spanish and English text were distributed to potentially affected properties within and adjacent to the project area. Because the public hearing for 67<sup>th</sup> Avenue was held concurrently with the 55<sup>th</sup> Avenue at Maryland and Grand Avenues project site and the 75<sup>th</sup> Avenue at Olive and Grand Avenues project site, the total number of doorhangers distributed includes the 55<sup>th</sup> Avenue and 75<sup>th</sup> Avenue project areas as well. Comments on the DEA were received via letters, on written comment sheets provided by ADOT at the public hearing, through e-mails, and through comments taken and transcribed by the court reporters in attendance at the hearing. The comments received and the responses to those comments are available for public review at ADOT's EPG office.*

*Sixty people signed-in at the public hearing. Project plans were on display for the public to review. The hearing began in an open-house format followed by a brief presentation on the proposed Preferred Alternative. In addition, a description of the potential environmental impacts was summarized from the DEA. The presentation was given by ADOT EPG and project consultant representatives. Immediately following the presentation, the floor was opened for a question-and-answer session. At the conclusion of the question-and-answer session, the hearing returned to an open-house format where project representatives were available to explain the Preferred Alternative and answer questions in a one-on-one setting. A copy of the handout provided at the public hearing is included in the FEA Appendix A.*

Concerns regarding the proposed project included the following summarized comments and responses. For a full text version of public comments and responses to those comments, as expressed at the public hearing, please refer to the September 10, 2002, Public Hearing Transcript provided in the FEA Appendix B.

Comment: Expressed concern about maintenance of access to business and would like ADOT to provide a new driveway.

Response: Refer to Section B. Socioeconomic Resources of the DEA for a discussion of access during and after construction. Additionally, ADOT Right of Way Group will work with this individual to determine the feasibility of providing a new driveway.

Comment: Expressed concern about bus transfer station coordination and coordination with PTA to maintain or improve the bus stops in the area. This person was specifically concerned about long distance between bus stops during transfers from one bus to another.

Response: Refer to Section B. Socioeconomic Resources of the DEA for a discussion of the impact of the Selected Alternative on bus service. ADOT recognizes that this project will have an impact on transit services in the project limits. Through coordination with RPTA and the City of Glendale, four new bus stops will be included as part of this project.

Comment: The project will be a big improvement to the intersection.

Response: Comment will be noted in the Project Record.

Comment: The construction of the Preferred Alternative would decrease the value of properties located adjacent to the new facilities.

Response: Refer to Sections IV. B Socioeconomic Resources, IV. G. Noise Analysis, and IV. H. Visual Resources for the socioeconomic effect of this project on project area residents and for mitigation measures to minimize the Selected Alternative's impacts on noise and visual resources.

Comment: Simultaneous construction of improvements to separate Grand Avenue intersections should be reconsidered because it would have a serious impact on commuter travel time. Can construction be staggered?

Response: There will be minimal road closures during construction because the alignment is offset from existing roads; additionally, the Phoenix Construction District Office will ensure that the contractor coordinates closures of intersections with adjacent construction projects so that no more than one intersection is closed at any given time.

Comment: Grand Avenue should be redesigned as an expressway with limited entry/exit access and nonstop connector ramps with Loop 101, Interstate 10, and Interstate 17.

Response: Redesigning Grand Avenue into an expressway was evaluated in the Grand Avenue Major Investment Study. This option was eliminated from further consideration because it would less effectively address railroad crossings and cost more than development of Grand Avenue with Alternating Grade Separations. Refer to Section C. Background and Overview of the DEA for further discussion.

Comment: At this intersection, Grand Avenue should be grade separated, with 67<sup>th</sup> and Northern Avenues configured as a four-way intersection.

Response: According to the Alternative Selection Report: 67<sup>th</sup> Avenue Overpass At Grand Avenue (US 60)/Northern Avenue (ADOT 2001), a grade separation along Grand Avenue was eliminated from further consideration because it would require an expensive extension to the BNSF railroad spur track to the south of the existing intersection.

Comment: Interested in leasing an area under the new overpass.

Response: The proposal to lease an area under the new overpass is possible, but must be reviewed and approved by ADOT. Any interest in leasing should be discussed with ADOT Right of Way Group.

Comment: Concerned about the drainage at his property.

Response: The drainage problem at this location is an existing condition. New walls constructed for this project will contain openings to match existing conditions, but will not solve existing drainage problems at this location.

Three agencies responded to the DEA: the Glendale Union High School District, the Maricopa County Environmental Services Department, and RPTA (Appendix C). The Glendale Union High School District expressed concerns regarding the sequencing of the Grand Avenue projects; overlapping construction times would impact school buses. There will be minimal road closures during construction because the alignment is offset from existing roads; additionally, the Phoenix Construction District Office will ensure that contractor does not close all intersections at any given

*time so that if one intersection is closed the others will be open. The Maricopa County Environmental Services Department provided contact names for necessary earthmoving and waterline permits.*

*RPTA expressed concern that construction of the Selected Alternative would result in a substantial impact to elderly and disabled transit riders because the transfer from Route 67 to the Yellow Line would require walking approximately 1,200 feet. RPTA also recommended the addition of bus station stops on Connector Roads A and B. Through coordination with RPTA and the City of Glendale, ADOT will include four new bus stops as part of the current project. A copy of ADOT's response letter addressing RPTA's concerns is included in FEA Appendix C.*

## **VII. Project Preparers and Contributors**

### **Logan Simpson Design Inc.**

(DEA page 61)

Linda Simone Grafil *Project Environmental Planner* ~~Cultural Resources, Document Reviewer~~  
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